

[PRICE \$2½ PER MONTH]

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SATURDAY,
the 13th instant,
EXTRA AFTERNOON PERFORMANCE
SATURDAY AFTERNOON,
at 3 o'clock
GRAND OPENING
OF
FEMBERTON WILLARD'S
ANGLO-AMERICAN
MARIONETTES.
The Greatest Novelty of the Age.
THE WONDEROUS MANNIKINS.
The Most Complete and Conglomerate
AMALGAMATION OF SPLENDOUR.
EVER ORGANISED.
MINIATURE MIMICRYSTELS.
The Most Perfect and Intensely

BRILLIANT
PANTOMIMES,
INTRODUCING
NEW AND MAGNIFICENT SCENERY.
GRAND AND GORGEOUS COSTUMES,
BALLETTS AND PROFESSIONAL

Side-Splitting Comicalities,
AND THE DAZZLING TRANSFORMA-
TION.
Cataracts, Fountains and Cascades of
REAL WATER.

Acknowledged by the English Press to be
without precedent in the
ANNALS OF ENTERTAINMENT.
See Outside Pictures, Posters and Bills.

Dress Circle	\$2.00.
Stalls	\$1.00.
Children Half Price.	
Soldiers, and Sailors in Uniform Half Price.	
The Management Reserve Right of Adm-	

Plant KELLY & WALES'S.
Hongkong, 5th December, 1884. [2274]

FOR YOKOHAMA AND HIOGO.
THE Steamship
"BENARTY."

DAY, the 13th instant, at FOUR P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 11th December, 1864. 18315

UNION LINE

FOR YOKOHAMA AND HIOGO.
THE Steamship
"CAMBODIA,"
Captain Willgoose, will be despatched for the
above Ports on SATURDAY, the 13th instant,
at FOUR P.M.

RUSSELL & Co.,
Agents.
Hongkong, 11th December, 1884. [2316
CHINA NAVIGATION COMPANY,
LIMITED.

ISLAND, COOKTOWN, TOWNSVILLE,
BRISBANE, SYDNEY, MELBOURNE
VIA SANDAKAN, &c.
THE Steamship
"WOOSUNG."
Captain HUNT will be despatched for the above

instant, at DAYLIGHT.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th December, 1884. (2175)

THE EASTERN AND AUSTRALIAN

FOR SYDNEY, MELBOURNE, AND
ADELAIDE VIA SINGAPORE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, NEW CALEDONIA, TASMANIA,
AND FIJI.)

"MENMUIR."
Captain Helms, will be despatched for the above
Port on **WEDNESDAY**, the 24th instant, at
Four P.M.
For Freight or Passage, apply to
RUSSELL & Co.,

Hongkong, 11th December, 1884. 2317

TO LET.

SUNNYSIDE, from 1st January, 1885.

Hongkong, 11th December, 1884. [2013
CONSULATE OF THE UNITED
STATES OF VENEZUELA
NOTICE
... interested in the

trade to Central America notified that according to Ordinance No. 10 of 1884, articles II. and XII. duly certified Manifests must accompany all cargo that may be shipped to the Ports of the Republic. These Manifests are to be presented at the Port of Destination, together with Triplicate Invoices and Manifests of the Port of Shipment.

The Master of any Vessel who unloads a Port of the Republic must have the documents of his Vessel duly certified to by the Consul at the Port whence he cleared.

J. J. DE SOUZA,
Consul

Hongkong 10th December 1884. 12314

NOTICE.

VICTORIA REGATTA.

THROUGH the Courtesy of MR. GILLIES,
the Secretary of the Deck Company, the
"FAME" will leave Peddar's Wharf. TO.

13th instant, at 12.30 and 1.30 P.M. for the
FLAG SHIP.
J. H. STEWART-LOCKHART,
 Hon. Secretary,
 V.E.C.
 Hongkong, 11th December, 1884. [2318]

191. VICTORIA REGATTA.
[2557] THE COMMITTEE OF THE VICTORIA
RECREATION CLUB request the
Pleasure of the Company of the Ladies of
Hongkong at the Regatta to be held TO-
MORROW and SATURDAY, the 12th and

Subscribers to the Regatta can obtain Tickets of Admission to the Flagship on application to H. R. COOMBS, Esq., Hon. Treasurer, V.R.C.

J. H. STEWART-LOCKHART,
Hon. Secretary,
V.R.C.

1994

NOTICE.

A. B. WATSON & CO.
FAMILY AND DISPENSARY
CHEMISTS.

By Appointment to His Excellency the GOVERNOR and His Royal Highness the DUKE OF EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS.

PATENT MEDICINE VENDORS.

DRUGGISTS' SUPPLIERS.

And
BRATED WATER MAKERS.

SHIPS' MEDICINE STORES RE-EQUIPPED.

PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. B. Watson & Co., or to

HONGKONG DISPENSARY, 23.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and not to business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and address with their communications, so that the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, DECEMBER 11TH, 1934.

This great question of Imperial and Colonial Defence has now been agitated for many years, and is at length, we are glad to know, receiving some attention from the British Government. General COLLINGSWOOD, and after him Captain, now Major, COLMAN, R.M.A., were the chief pioneers in agitating this question. In 1873 the latter read an able paper on "Colonial Defence" before the Royal Colonial Institute, and in 1877 he returned to the charge, this time with a paper on "Imperial and Colonial Responsibilities in War." Later, in the course of a lecture at the United Services Institution, the same gallant officer again drew attention to the British naval and military position in the North Pacific, and remarked that Hongkong still remained a solitary unarmed sentinel. After dwelling on the immense importance of efficiently protecting our naval bases, and commenting on the strategic value of defences in Hongkong, he went on to say: "If in these days an army marched on its stomach, a fleet cruised on its coals. He thought he was quite correct in stating that if we were to break out to-morrow it would find our fleet without any system by which their supply of coal could be assured, when communication would not be perfectly safe. All these matters and things it was expected could be arranged for at any moment by this happy inspiration of the surviving representative in the direct line of that brave old Henry VIII, created, ignorant of the existence of more than half the world. If we were plunged in a naval war to-morrow, and there were no sufficient garrisons for holding at once the action of our fleet would be paralysed by having to protect their own bases from possible capture. When we boasted of our national wealth, our resources, and our scientific skill, let us remember that they were, for war purposes, at present localised in these islands, while the area of their application must extend over the globe." The truth of those remarks was obvious and undeniable, yet up to the present moment very little has been done to alter or improve the position. A few batteries were erected in Hongkong during the last war, but they have never been properly armed, and only within the last few months has it been decided to hasten the fortifications of the various naval and coaling stations. Recent events, however, have roused the advocates of Imperial defence to renewed efforts, and the Press have taken up the cry. Among the most recent utterances on the subject, a paper read at the Royal United Services Institution by Colonel Sir CHARLES H. NUGENT, R.E., on the 21st March last, merits special notice. It necessarily travels over much of the same ground that General COLLINGSWOOD and Major COLMAN have already covered, but much that he said is fresh, and his observations, we have no doubt, had their weight with the Government in coming to their recent decision on the question. The gallant Colonel agrees most fully with previous writers on the great strategic value of this colony and Singapore, concerning which he says:—

The China Station is of considerable extent, comprising the North Pacific as far as the Philippines, the East Indies, and the South Pacific, and the waters of the North Pacific are nearly all under our control. The waters of the North Pacific are nearly all under our control. The waters of the North Pacific are nearly all under our control.

The United Services Institution, No. 1, 1934, has elected as its officers for the year:—Mr. Major, Bro. J. Robertson, Treasurer, Bro. J. Hatcher, and Tyler, Bro. J. Maxwell.

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An announcement in our advertising columns will be seen that Mr. Gillis has, with his usual readiness, placed the dining table at the disposal of the Police Court for the convenience of visitors to the fleishop.

The Chinaman who was bound by Inspector Quinney in Queen's-road West on Monday night, apparently broke from the net of his in-flammable cage, on an extraordinary expedition, yesterday morning, and was committed to prison for six months' hard labour.

The hearing of the Test Tax murder case at the Police Court was further resumed yesterday morning. The case will now be heard before Mr. Wodehouse to-day, and a great deal of the evidence will be given by the witness, who is now in custody. The prisoner in custody was seen in possession of the bag of alleged to have been worn by the murdered man on the day of his death.

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If no more satisfactory position can be found it should be made use of, and the coal stored there placed in security; if a more satisfactory position can be found, it should be made use of, and the coal stored there placed in security; if a more satisfactory position can be found, it should be made use of, and the coal stored there placed in security.

When seeking for an intermediate coaling station between Hongkong and Sydney, Sir Charles Nugent apparently overlooked Port Darwin, which will give both great port of North Australia, and is only ten days' steaming from this port. No doubt a naval station will be founded on the coast of New Guinea, and, lying further east and commanding the other side of the Torres Straits, this would prove extremely valuable as a link in the chain of communications. Another station further north and east is needed, as Admiral Blyden strongly urged in the discussion that ensued on Sir Charles Nugent's paper, and we quite agree with the gallant Admiral that it would be impolitic to rely on the friendship of Japan in the event of a war with Russia, for we could not expect the former country to make an enemy of one of our new and formidable neighbours for our behoof.

In the meantime Hongkong is the East Eastern terminus of the British chain of communication, and must remain so unless a port of some other island can be purchased from Korea or China for the purpose. It should therefore be thoroughly fortified and amply supplied with stores of all kinds and war material. A new dock, capable of accommodating the largest ironclads, is now in course of construction at Kowloon, and when completed Her Majesty's ships of all sizes will be able to dock, repair, and refit here as well as in England. The defensive works have been commenced, and we are now chiefly concerned to see that they are thoroughly carried out, and that the armament is sufficient. We sincerely hope, and it is the business of this Government to see—especially considering that the Colony has been asked to contribute the cost of the works—that the port shall be rendered secure against attack and not left dependent upon the fleet, which in the event of war would be manœuvred elsewhere. General Sir LINTOCK SIMMONS, R.E., an eminent authority, says very pointedly: "Fortifications and defences of an imperfect character are almost worse than no defences at all; they are a snare and a delusion." We are confident that both General Nugent and Colonel WALKER will see this remark, and we can rely upon their pushing the defence works on and rendering them as effective as possible with the funds at their command, but the question to be considered are, whether the armament will be as powerful as it should be, and whether we have the force to properly man these fortifications when completed. Concurrently with this question that of strengthening the Squadron in those waters comes into prominence. Admiral Sir W. DOWELL fully recognises the necessity for this measure, and has asked for reinforcements. The Admiralty so far have done nothing but promise. The *Agamemnon* has been ordered out, but it is at least doubtful whether she is fit for service, and no other vessel has been named. If the Franco-Chinese difficulty is to-morrow, we should probably hear no more about this ironclad, and it is more than likely that the scheme of fortifications here would be proceeded with in a dilatory and half-hearted way, if not altogether suspended. The Imperial Government are indeed slow to move, and they require constant pressure from the public to compel them to adopt measures for the protection of national interests. They have been compelled, by a public outcry, to raise the condition of the Navy, and there is some hope that in the next few years more will be done towards enabling Great Britain to retain her supremacy on the seas, a supremacy that is the sole guarantee for the preservation of her vast but scattered empire.

The French ironclad *Epave*, Captain Baudouin, left here yesterday for Kelang.

The British steamer *Epave* went round to Aberdeen yesterday, and the German steamer *Epave* and *Olympia* going over to Kowloon to-day.

The United Services Lodge, No. 1, 1934, has elected as its officers for the year:—Mr. Major, Bro. J. Robertson, Treasurer, Bro. J. Hatcher, and Tyler, Bro. J. Maxwell.

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